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The Critiques in THE BULLETIN are presented as an official opinion by a member of the jury delegated for this purpose, and should not be interpreted as the collective opinion of the jury.

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DEPARTMENT OF MURAL DECORATION—JULIAN GARNSEY, DIRECTOR

To meet the current needs of students and schools throughout the country in the field of mural decoration, and to improve and modernize the methods of the Department, a questionnaire was issued in May, 1940, addressed to one hundred thirty-four schools and colleges. On the criticisms and suggestions contained in the forty-seven replies which were received, the new curriculum for 1940-41 was based.

The following statements represent the consensus of opinion found in the replies:

1. Mural painting is increasing in the favor of architects and the public.
2. More private jobs are available now than three years ago. These are mostly of small size.
3. However, very few mural painters earn a living at mural painting only. Practically all teach, paint easel pictures or have other means of supporting themselves.
4. The present supply of mural painters is sufficient to do all available work. Enough are being trained to provide replacements in the profession, but "not enough good ones."
5. Money prizes for the B.A.I.D. problems create greater interest among students.
6. All those who replied want to receive reports of the judgments.

7. Several replies stated that the B.A.I.D. programs are too classic, too monumental, not up-to-date.

With the above remarks in mind, the Department has revised its curriculum as outlined in the circular of information for 1940-41 which will be mailed on request. It is hoped that many schools who do not now take the programs will, at least, try them this year. The fees charged are as low as they can be made. Registration for the school year is \$3.00, but individual problems may be submitted upon the payment of a \$1 fee. For those fees the student receives the criticism of juries chosen from the most distinguished architects, painters and designers now working in New York, who give their time and conscientious effort without recompense, for the cause. The value of such unbiased criticism must be obvious to every teacher and student.

CALENDAR FOR 1940-1941

Program	Date of Issue	Date of Submission	Date of Judgment
I	October 5th	December 7th	December 23rd
II	December 7th	January 25th	February 10th
III	January 25th	March 22nd	April 7th
IV	March 22nd	May 10th	May 26th

1940-1941 ARCHAEOLOGY PROBLEMS

The Department of Architecture will conduct the archaeology problems on a different basis in the coming school year. Problems in archaeology will be designed to stimulate research among historical architectural principles and examples and to relate the knowledge thus gleaned to modern usage. Rather than have the student familiarize himself with some style by designing in the spirit of that period, it is intended that he shall study by a comparative method the trends and contributions of several periods with the purpose of appraising their values to contemporary usage.

No preliminary sketches are required for the problems. The first two programs will be issued simultaneously and will be due on the same date. The student can take his choice of either or submit both. The final two programs will also be issued on the same date and will come due at the same time.

The purpose in allowing approximately four months for each problem is to enable the student to have greater freedom in fitting this work into his curriculum.

SCHEDULE OF PROBLEMS

I A Comparative Study of Historical and Modern Fortifications

In the past the architect played an important part in the design and execution of fortifications and it is believed that his peculiar training fits him well for this field.

The purpose of this program is to illustrate the necessity of adapting defenses to offensive weapons as they are evolved. It will offer a fine opportunity to study functionalism, and will illustrate the value of imagination when combined with military and engineering skill.

II An American House

The student may choose any typical American house built up to and including the Civil War Period in any section of the country.

The purpose of this program is to illustrate by notes, sketches and diagrams the reasons (social, economic and geographical) for the development of the particular type of house chosen. Great latitude will be given the student in order that he

may study actual examples in his locality and choose one to be shown as fully as possible.

III The Natural Lighting of Buildings

From earliest times it has been necessary or desirable to admit daylight to most buildings by means of openings, translucent materials, and eventually glass.

The purpose of this program is to illustrate the practical and esthetic importance of natural lighting and the variety of ways in which it has been accomplished.

IV A Stained Glass Window

With the development of glass and its profound influence on Gothic architecture the stained glass window became a thing of beauty as well as a means of admitting light.

The purpose of this program is to illustrate the decorative principles to be discovered in the study of a fine historical example and to apply them to a modern window which need not have religious significance and may be of any desired shape and size.

CALENDAR 1940-1941 DEPARTMENT OF SCULPTURE

September 16th, 1940 to May 16, 1941:

Morning Life Class for Men and Women 9 a.m. to 12 noon

Evening Life Class for Men only 7 p.m. to 10 p.m.

Antique and Ornament 9 a.m. to 10 p.m.

Composition	Date of Issue	Date of Submission	Date of Judgment
I Program	September 11th	October 7th	October 9th
II Program	October 9th	November 11th	November 13th
III Program	November 13th	December 16th	December 18th
IV Program	December 18th	January 20th	January 22nd
V Program	January 22nd	February 24th	February 26th
VI Program	February 26th	March 31st	April 2nd
VII Program	April 2nd	May 5th	May 7th

A FREIGHT TERMINAL BUILDING

CLASS A PROBLEM V

JURY OF AWARD—June 4, 1940

ALFRED FELLHEIMER	GEO. A. LICHT
FREDERICK A. GODLEY	BENJAMIN MOSCOWITZ
JULIAN GARNSEY	CHARLES F. SCHILLINGER
ROBERT HUTCHINS	RICHARD SNOW
A. MUSGRAVE HYDE	EDWARD STONE
LEON HYZEN	OTTO TEEGEN
P. ERNEST ISBELL	EDGAR I. WILLIAMS
GEORGE KOSMAK	

School Representatives:

J. H. FINCH—Georgia School of Technology
 EUGENE WASSERMAN—Kansas State College
 C. G. ANDREWS—Oklahoma Agric. & Mech. College

Summary of Awards:

4 First Medal	36 No Award
4 Second Medal	1 Hors Concours
48 Mention	93 Drawings Submitted

THE PROGRAM —ALFRED FELLHEIMER, *New York, N. Y.*

The purpose of this problem is to design a waterfront Freight Terminal to replace several existing facilities of a similar nature, which are at present inadequate and un-

economical in operation and maintenance. Provision should be made in the new combined plant to handle local city freight by truck as well as freight by rail and steamship. A centralized office shall be provided to control all freight traffic coming in or going out of the Terminal.

The site is located in a well developed industrial section of a city bordering on one of the Great Lakes.

The plot available is a property having a sufficient water frontage so that at least three (3) piers can be accommodated with trackage to provide direct rail to boat delivery. The railroad approach is along the shore line. The plot has sufficient depth to accommodate storage tracks, loading, and unloading tracks along the Terminal Building, approach tracks to the piers and the Terminal Building, space for general and cold storage warehousing, and similar uses. (See plot plan.)

General Requirements:

Two (2) piers shall be covered and a third pier is to be open decked. All three piers provided with gantry cranes to handle freight between the pier decks and boat holds. The Terminal Building is to connect with all three piers. Storage buildings may be attached to the Terminal Building.

Slips shall be as shown on plot plan.

The Terminal Building should be located so that both incoming and outgoing freight may be handled economically and efficiently between cars and building. Consideration should be given to its location in relation to the pier development, particularly as regards possible freight transfers between the Terminal Building and the piers.

First Floor Requirements:

The first floor shall be planned so that proper trucking aisles through the Terminal Building may be maintained between cars and trucks. Space must be provided to hold temporarily freight for delivery or shipment. The Terminal Building may be 50 to 60 feet wide. The tracks in connection with the Terminal Building may be along a platform or platforms adjoining the warehousing section of the building for direct loading and unloading of freight, or the tracks may be separated by unloading platforms between them so that cars may be loaded or unloaded using these island platforms which connect with the Terminal Building by means of portable or movable bridges. Tracks and street trucking access may be on different levels with elevators or escalators for transferring freight.

It shall also contain cashier's office, office space for the general foreman, clerks, checkers, and other employees whose duties are directly connected with the handling or movement of freight.

Adequate toilet and locker facilities should be provided for warehouse men, stevedores, and clerks working in this area. Small additional areas should be provided for cooper shop, perishables, and damaged, hold-over and unclaimed freight.

Additional Floor Requirements:

The Terminal Agent, his clerical staff, record room, toilet and rest rooms for the office force, locker and rest rooms for employees handling freight, and office space for Customs Inspectors, should be on the second floor.

One or two more floors should be provided for supplementary dry and cold storage.

Heating Requirement:

A central heating plant is required for heating certain areas of the Terminal, adjacent buildings, and the pier sheds.

REPORT OF THE JURY—ALFRED FELLHEIMER

The program called for the solution of a relatively straightforward plan problem and was intended primarily to test the student's ability to co-ordinate a number of related features and different types of circulation into a practical composition.

The bibliography furnished adequate sources of information as to general controlling features, which are briefly summarized as follows:—

(A) *Open Piers:*

1. These piers should be provided with Gantry Cranes on both sides, with motor truck access not required. They would serve mainly for transfer of commodities directly from open-top freight cars to ships or scows with facilities provided for handling bulk commodities.

(B) *Closed Piers:*

1. The basic function of the closed type piers is to provide sheltered contact between box cars and ships for handling commodities by transfer from cars to ships across pier floors by trucks. The transfer from trucks to ships is made by ship's tackle or "Burton" poles which form an integral part of the pier structure.
2. Connection between main and upper floors by ramps or elevators must be provided.
3. Access for motor trucks to be provided to piers.

(C) *Trackage:*

The three freight house tracks should be grouped together as called for in the program and should not be separated from the pier lead-tracks.

(D) *Miscellaneous Items:*

1. Ramp access for motor trucks to second storey of closed piers is expensive and unwarranted, except where a natural contiguous elevated highway exists, such as the West Side Highway along the Hudson River in New York City.
2. Capital expenditures are controlling, and the design should be directed towards economy by use of the simplest possible layout, minimum of roadways and plain superstructures of integrated design and composition.

In general the submissions were excellent in concept and presentation. It is to be hoped that the marked similarity of several of the "rendus" awarded First Medals is due to the nature of the problem and not to the omission of a preliminary sketch. Some of the students, however, made their problem unnecessarily complicated by introducing collateral features not intended by the program.

A. B. White, University of Pennsylvania—First Medal:

This design has an adequate and direct general plan with traffic control well handled. The design of the Freight Terminal Building is simple and well fenestrated. Adequate light and ventilation is necessary in the storage spaces and it was thought that the elimination of all windows would make the cost of air-conditioning these large areas prohibitive. The design was pointed out as a good working scheme from which a real building could be developed. Attention is called to the fact that this design calls for lift bridges across the tracks between the Terminal Building and the Piers for trucking. This was not specifically noted on other drawings.

J. C. Didinger, University of Pennsylvania—First Medal:

The plan of this design fulfills all the requirements of the program and reads well. However, the elevations need more study and was criticized for lack of fenestration.

R. L. Ackoff, University of Pennsylvania—First Medal:

The same "parti" as the first two awards. The character of the elevation is perhaps better, but should have provided for light and ventilation of the storage areas on the upper floors.

W. F. Shellman, Jr., Princeton University—First Medal:

An engaging presentation of a plan that has some minor faults. The truck circulation on the uncovered pier is undesirable. The "Gantry" Crane can not go around a curve as indicated at end of piers. The ramp on the street side is an added feature that introduces

columns and thus clutters up the trucking concourse. The elevation is very interesting.

M. S. Rich, University of Pennsylvania—Second Medal:

The placing of the control near the center of the Freight Terminal instead of at the end where trains enter weakens this otherwise admirable presentation.

H. L. Stulb, Princeton University—Second Medal

This design is subject to the same general criticism as Shellman's. The elevation is in character and general presentation commendable.

H. L. Shay, Jr., University of Pennsylvania—Second Medal:

If this design had not introduced the trucking ramp at the front of the building and thus blocked with columns the trucking platform, it might have received a higher award. Otherwise it is a serious study.

A TROPICAL BIRD HOUSE IN A ZOO

CLASS B NINE-HOUR SKETCH V SPIERING PRIZE

A prize founded in memory of Louis C. Spiering, from funds bequeathed by him to the Society of Beaux-Arts Architects and given for the best solution of the fifth Class "B" Esquisse-Esquisse of the school year. The prize is \$50.00.

JURY OF AWARD—June 4, 1940

C. KENNETH CLINTON GEO. A. LICHT
AYMAR EMBURY III OTTO TEEGEN
JULIAN GARNSEY

School Representatives:

C. G. ANDREWS—Oklahoma Agricultural & Mechanical
College
EUGENE WASSERMAN—Kansas State College

Summary of Awards:

4 Mention	1 Hors Concours
4 Half Mention	100 Total Submitted
91 No Award	

THE PROGRAM—AYMAR EMBURY III, *New York, N. Y.*

It is desired to add to the animal houses in an existing zoo, a tropical bird house which is to be located on the axis of a main transverse path 24 feet wide at or near its intersection with the circumferential path 16 feet wide.

It is desired that this house shall include:

1. A flying cage approximately 50 feet high and ap-

proximately 4000 square feet in area. (Columns may be introduced if desired.)

2. Ample facilities for spectators.
3. Room for the preparation of food about 100 sq. ft.
4. A keeper's rest room and toilet about 150 sq. ft.
5. A hospital room about 250 sq. ft.
6. Either on the same level, or below, a heating and air-conditioning room approximately 1000 sq. ft.

The flying cage shall be so arranged that it can be completely enclosed during inclement weather and at least 50% open during clement weather.

THE PROGRAM—JULIAN GARNSEY

The program for this Prize competition was simple, clear and direct. Its requirements were few and were definitely stated. One would think that the solutions in the form of nine-hour sketches would also be simple, direct and definitely stated. That was not the case with most of the sketches submitted. The authors of the sketches seemed to think that some new, extraordinary and bizarre way of constructing a bird-house was required, one that would startle the jury by its novelty and originality. That point of view led to "partis" which either could not be built, or would be too expensive in construction for a municipality or a zoological society to afford. Examples are: The use of spiral or horizontal balconies high up against a glass wall, with no visible means of support—wide overhanging fins, so thin that no known method of construction would hold them up—and the suggestion of panes of glass incredibly large in dimensions.

Some "partis," on a circular plan, showed a logical

form of construction in the use of a central column with cantilevered ribs like those of an umbrella to support the roof. In each case the column and ribs were far too thick and heavy for their function. Treated as light open steel construction, they might have been successful. Few contestants gave serious attention to the mandatory requirement that the cage should be "completely enclosed during inclement weather and at least 50% open during clement weather."

On the whole, the color and design of entourage hurt rather than helped the designs. Weird trees in strong colors do nothing to explain or support a good design and cannot put over a bad design; neither do dizzy color schemes, heavy skies or crowds of spectators. Time spent on elaborate splashing of color at random might much better be spent in studying proportions or, for that matter, in reconciling the various requirements of the program.

The reasons for the jury's choice of J. A. Miller's drawing, from Georgia School of Technology, for the prize may be found in the foregoing comments. This is a simple, straightforward solution, inexpensive and practical, good in proportion and functionally direct. The jury thought that the base, which cuts off the view of birds upon the floor of the cage might be lowered to advantage. Both the other two drawings from Georgia School of Technology, those of S. G. Miller and R. A. Sparks have the same simple direct qualities as the prize winner.

The Mention given to W. H. Wilson of the University of Oklahoma recognizes a skilfull handling of the problem from a point of view different from any other submitted. It is open to the possible criticism of being too expensive to be practical, but it would function as a grand "show-case" for tropical birds. The strange trees definitely harm the rendering.

SOCIETY OF BEAUX-ARTS ARCHITECTS

33RD PARIS PRIZE COMPETITION

ANNUAL PARIS PRIZE COMMITTEE

GEO. A. LICHT, *Chairman*

JOSEPH H. FREEDLANDER	ALEXANDER P. MORGAN
WILLIAM F. LAMB	SETH TALCOTT

FINAL AWARDS

Each Competitor received an award of \$25.

33rd Paris Prize in Architecture—E. WASSERMAN, *University of Illinois*
 Placed 2nd—E. A. MOULTHROP, *Princeton University*, (formerly Cleveland School of Architecture)
 Placed 3rd—R. T. DANIEL, *Catholic University of America*
 Placed 4th—R. A. STRAUCH, *University of Illinois*
 Placed 5th—F. K. HELM, *Syracuse University*

OTHER COMPETITORS NOT PLACED

M. A. CASON, *Georgia School of Technology*
 J. H. FINCH, *Georgia School of Technology and Princeton University*
 C. G. ANDREWS, *Oklahoma Agricultural and Mechanical College*
 C. B. LEWIS, *Kansas State College*
 D. HONN, *University of Illinois*

JURY OF AWARD

GEO. A. LICHT	JOSEPH H. FREEDLANDER	ALEXANDER P. MORGAN	SETH TALCOTT
THEODORE E. BLAKE	WILLIAM F. LAMB	ALFRED EASTON POOR	WALTER DORWIN TEAGUE
JOHN W. CROSS	A. MUSGRAVE HYDE	WILLIAM E. SHEPHERD	RALPH WALKER
OTTO EGGERS			LAWRENCE GRANT WHITE

A VETERANS' HOME

33RD PARIS PRIZE FINAL COMPETITION

FIRST EXERCISE—Judged May 27, 1940

Foreword:

The subject of this competition is a Home for U. S. Army Veterans, to be built by the State in which it is located, for a total of 1,000 men.

The State wishes to provide a Home for any ex-service man, young or old, employed or unemployed, rich or poor, who has served in time of war and who wishes to avail himself of the facilities it offers.

Most of the occupants will go there because they have no relatives, property, or permanent occupations. Some will be old, sick or disabled; others will be well and active.

The terms on which each man will live there will be fixed by the administration on the merits of the individual case, and the man's ability to pay. Some men will live there permanently, others will come and go.

Those who are able to work will help run the establishment by working on a 300 acre farm which adjoins the Home, by serving as administrative aids, orderlies, mechanics, guards or custodians. Work will occupy most of the daylight hours and there will be no provision for sporting activities.

The Home will be managed by the U. S. Army Officers as a military organization.

The Site

The land to be occupied by the Home is a rectangular area 3600 feet long, 2100 feet deep. The elevation of one of the long sides is 200 feet above the grade level along the other long side. The land slopes downward, toward the south, providing an extensive view of the surrounding country. The property will be entirely enclosed by a wire fence. There will be only two entrances: a main entrance and a service entrance.

Portions of the terrain, where desirable, may be graded level.

A road runs along the lower, or south, long property line. Across the road is the 300 acre farm.

Requirements:

The Home shall be planned so that it will adequately perform the functions it is intended to serve. Roads, walks, parking spaces, etc., to serve the various units shall be shown.

The various units to be accommodated may be housed in separate buildings of one or more floors, or in any groups or combinations of buildings the competitor wishes to adopt.

The Home shall consist of the following units, which may be shown on the plan in block form:

A. *Gate House*

Containing waiting room and office, living quarters for Guardian; located at main entrance to the Home.

B. *Administrative Offices*

1. Main waiting room for 30 people with large information booth.
2. Ten large offices for departmental activities—finance, commissary, ordnance, hospitalization, employment, etc.
3. Five offices for commanding officers.

C. *Auditorium*

For 1250 people.

D. *Rooms for Reception of Visitors, Veterans' Relatives, etc.*

Two large rooms for assembly of those who come to see veterans. Each arranged to receive 100 people. These rooms may be attached to any of the units, except the barracks, or be housed in a separate building.

E. *Chapel*

For 100 people.

F. *Barracks*

These are the veterans' living quarters. 800 men will live in them (the other 200 men will live in the buildings where they work, or be in the hospital). The barracks shall be subdivided into sixteen units of 50 men each.

Each unit shall contain 5 rooms for 10 men, the toilet facilities for their need, and a living room with fireplace and a sun porch.

The rooms in which 10 men live shall be large enough for 10 beds, 10 good sized lockers, and space to move around.

G. *Mess Hall*

1. A room in which 1000 people will eat—to be adjacent to and connected with the barracks, by means of underground tunnels or passages above grade.
2. Two private dining rooms for officers.
3. Billiard room.
4. Library and book storage.

H. *Commissary and Ordnance*

1. Kitchen about 50 x 50 feet adjacent to Mess Hall.
2. Receiving department, bakery, vegetable storage, meat refrigeration, etc., adjacent to kitchen.
3. Tailor shop, shoe repair shop, barber, large room for blankets and clothes storage.
4. Quarters for 20 cooks and orderlies.

I. Hospital

1. 200 beds
2. Operating and X-ray rooms
3. Dental clinic
4. Morgue
5. Quarters for about 50 nurses and attendants.

J. Staff Houses

A group of 10 houses with attached garages for the Commandant, Quartermaster, Chief Engineers and other officers with their wives and families.

K. Heating Plant and Garages

Boiler Room, fuel storage, garage for 20 cars, workshops, quarters for 50 men.

AWARDS

1st Place, First Medal—E. WASSERMAN

2nd Place, First Medal—R. A. STRAUCH

3rd Place, First Medal—R. T. DANIEL

4th Place, Second Medal—F. K. HELM

5th Place, C. G. ANDREWS 8th Place, M. A. CASON

6th Place, C. B. LEWIS 9th Place, J. H. FINCH

7th Place, E. A. MOULTHROP 10th Place, D. HONN

REPORT OF THE JURY—SETH TALCOTT

The main points stressed at the judgment were suitability to the unusual terrain, and the integration of the various parts.

bility to the unusual terrain, and the integration of the various parts.

E. Wasserman, University of Illinois, was awarded the highest place because it definitely expressed the hill, and was in country character. There was good relation between Barracks, Mess Hall and Service. The only criticism of the scheme was the more or less haphazard placing of the Officers Quarters.

R. A. Strauch, University of Illinois, has a well studied scheme, a bit severe, however, for its country setting. The relative size and position of the various parts was good. It was felt that the long line of Barracks did not admit enough light and air.

R. T. Daniel, Catholic University of America, has a scheme definitely adaptable to the hillside. The Mess Hall should have been expressed more strongly so that it would stand apart from the Barracks.

F. K. Helm, Syracuse University, Placed Fourth was a good plan but not a plan typical of a hillside. Some of the jury thought that the placing of Hospital and Chapel around the main axis was a bit forced.

C. G. Andrews, Oklahoma Agricultural & Mechanical College, Placed Fifth, had good general expression of elements and would have been capable of further development. The Mess Hall was thought to be the wrong shape and it was placed too near the Barracks.

A DESIGN FOR A FACADE

33RD PARIS PRIZE FINAL COMPETITION

SECOND EXERCISE—Judged June 3, 1940

A man who owns a large piece of property on Fifth Avenue, opposite the Park, has offered it to the City on condition that the City erect thereon a residence for the Mayor. The site is 200 feet on Fifth Avenue bounded by streets on both sides, by 150 feet deep. The subject of this program is the Fifth Avenue façade. It must have a simplicity and dignity worthy of the high office held by a Mayor of New York City. The general plans of the building do not interest the competitors except as they influence this façade; that is to say, how the entrance and the entertaining rooms on Fifth Avenue are disposed.

The building cannot be more than 100 feet on the Avenue and not over 50 feet high. It is to have three storeys: one devoted to general services, coat rooms for men and women, kitchen, stores, etc., private studies for the Mayor and his secretaries when he transacts business at home; a floor for formal receptions and dinners; and a floor devoted to bedrooms for family and staff.

The building must be efficiently set back from the street to enable motors to drive up to the front door. What remains of the land should be put into planting.

AWARDS

5th Place, Second Medal—J. H. FINCH

5th Place—E. WASSERMAN

6th Place—R. T. DANIEL

6th Place—E. A. MOULTHROP

7th Place—R. A. STRAUCH

8th Place—F. K. HELM

9th Place—C. G. ANDREWS

10th Place—M. A. CASON

10th Place—D. HONN

10th Place—C. B. LEWIS

REPORT OF THE JURY —ALFRED EASTON POOR

The Jury felt that the competitors in the second thirty-six hour competition for the Paris Prize were not as suc-

cessful in their solutions as they had been in the first competition, a plan problem, or in the third, a decorative problem. The project of "A Design for a Façade" was essentially a simple one. The obvious parti called for a subordinate entrance floor for coat rooms and services, etc., and a dominant second floor for the rooms for formal receptions, and a subordinate third floor for the Mayor's living quarters.

Some of the competitors sought unnecessarily complicated and clever solutions which did not really solve the problem. Most of the competitors seemed to have trouble with scale and few of the buildings answered that part of the program which stated that the façade "must have a simplicity and dignity worthy of the high office held by a Mayor of New York City."

E. Wasserman, University of Illinois, who later was adjudged the winner of the 33rd Paris Prize, and J. H. Finch, Georgia School of Technology, who was not in the first five in the final ranking, were jointly grouped first. Both of these students had straightforward solutions which stressed the dominant second floor for entertaining. Mr. Finch's design was unusual in that he showed an entrance under a porte-cochere screened by a bas-relief and had a reception and dining terrace in front of the reception rooms. Wasserman relegated the third

floor living quarters to their correct secondary position by setting this floor back from the building line, and partially screening it behind the parapet of the main façade.

E. A. Moulthrop, Princeton University, who was later placed second for the 1940 Paris Prize, and R. T. Daniel, Catholic University, who was later placed third, were jointly ranked second in this façade problem. They both appropriately stressed the importance of the second floor by the scale of their fenestration. The Jury felt that Moulthrop, who like Wasserman set back his third floor, lacked somewhat in his design that quality of simplicity and dignity called for in the program. While Daniel's façade had considerable dignity and was in general well studied and well rendered, the excessively large first floor windows which were out of scale with the front door, detracted from the design.

R. A. Strauch, University of Illinois, who later was placed fourth for the Paris Prize, was graded third in this project. He made a simple problem more complicated by placing the largest of the entertaining rooms on the rear instead of on the Fifth Avenue frontage as indicated in the program, and by projecting a bay out on the Fifth Avenue side which would detract from the façade when viewed from an angle.

ENTRANCE HALL OF A MUSEUM OF SCIENCE AND INDUSTRY

33RD PARIS PRIZE FINAL COMPETITION

THIRD EXERCISE—Judged June 10, 1940

A large museum is being constructed, devoted to the history of applied science and industries. It will undertake to depict the entire progress of mankind's tools and skills; the evolution of knowledge from simple beginnings to modern complex forms. Light, for instance, might be shown in its transitional stages from the use of flint, torches, candles, lamps, etc., to its modern expression and application with electricity. The museum will house comprehensive industrial and scientific displays among which may be cited the production and recording of sound as in musical and other instruments; optical instruments which enlarge the range of human vision, photography, recording and reproducing human thought and vision, agricultural machinery, the production of power from water, steam, oil derivatives and electricity, the domestic appliances, transportation by land, sea, and air, means of communication, etc.

The plan of the entrance hall is as follows:

The wall which separates the Hall from the rest of the Museum is a 200 degree arc of a circle of 65 foot radius.

Two exterior walls connect the ends of the arc to the exact center of the circle. (The outside of the building

is, therefore, a slightly entering angle.)

In the exact center of the circle is a pier from which the roof trusses radiate. The inner surface of this pier shall be treated as a column of 15 feet diameter. An information booth shall surround the column.

The competitor has the privilege of introducing any architectural features within the floor area.

Openings in the walls of the Hall shall be as follows:

a) In each of the two exterior walls are entrances from the outside 20 feet wide consisting of 4 doors. In the door frames, mullions and muntins—behind a diffusing medium—there may be florescent tubular lights which will allow artificial illumination to come from the same direction as the daylight. Additional lighting units in the ceiling may be used at the option of the designer.

b) The ceiling height of the hall shall be 50 feet above the floor.

c) On each side of the curved wall, 15 feet from its intersection with the exterior walls, shall be open passages 10 feet high, 25 feet wide for access to the museum.

The problem is the design and decoration of this entrance hall to express the theme and purpose of the museum. It should dramatically present to the visitor the idea of man's increasing control over his environment

through tools, skills, and the knowledge which is both the source of tools and the fruit of their use.

It should be added that the architectural design of the exterior of the museum is simple as befits its purpose, but it is desired that within this frame the entrance hall shall have an emotional impact which will establish in the visitor a proper mood for the understanding and appreciation of the significance of the exhibits he is about to inspect.

AWARDS

- 1st Place, First Medal—E. A. MOULTHROP
- 2nd Place, First Medal—M. A. CASON
- 3rd Place—E. WASSERMAN
- 4th Place—F. K. HELM
- 5th Place—R. T. DANIEL
- 6th Place—R. A. STRAUCH
- 7th Place—J. H. FINCH
- 8th Place—C. B. LEWIS
- 9th Place—D. HONN
- 10th Place—C. G. ANDREWS

REPORT OF THE JURY—WALTER DORWIN TEAGUE

While this competition deals with a decorative scheme, the object in preparing the program was to test the imaginative invention of the student together with the range of his resources. It was hoped that the unusual character of the subject and setting would stimulate the student to avail himself of some of the many modern media for creating emotional responses, other than the traditional mural painting and sculpture. In this the program was not wholly successful.

In making this award the jury was guided by this conception of the problem and sought originality and an unhackneyed approach to the stated objectives of "an emotional impact which will establish in the visitor a proper mood for the understanding and appreciation of the significance of the exhibits he is about to inspect."

In view of the above statement it may seem an anachronism that Mr. Moulthrop, placed first, relies chiefly on mural painting and sculpture for his effect. However, Mr. Moulthrop's mural painting is conceived in highly original terms and offers the possibility of execution in unconventional materials and media. It shows too an unusual grasp of the subject. The sculpture also is conceived in forms which can be made equally effective and the jury felt that the entire scheme would accomplish the objectives stated in the program with greater success than any of the others.

Mr. Cason's problem, placed second, was judged susceptible of highly original and effective execution. The numerous vignettes on the wall, illustrating the history of various phases of mechanical progress, might be carried out in metallic reliefs and variously illuminated in a way to effect a high emotional stimulus. The use of mechanical forms treated as sculpture and the single heroic statue are also commendable.

Mr. Wasserman's scheme calls for a mural treatment with lights, color and various materials which can be mobile and should hold the attention long enough for its abstract concept to be absorbed. Mr. Wasserman's scheme of circulation also showed a lively invention.

Mr. Helm's problem, placed fourth, was forcefully conceived but was somewhat lacking in finesse and depth of content.

The design conceived by Mr. Daniel, placed fifth, was skillfully rendered, but the subject matter of the rather conventional mural seemed to have little to do with the purpose of the museum. The emotional content of the scheme would be as appropriate to a mausoleum as to a museum devoted to the vigorous and vital sciences and industries.

Of the other submissions it is not possible to say a great deal in commendation. No very imaginative grasp of the problem was displayed and even the execution left much to be desired.

REPORT OF AWARDS

DEPARTMENT OF ARCHITECTURE

A FREIGHT TERMINAL BUILDING

CLASS A PROBLEM V—93 DRAWINGS SUBMITTED

JUDGMENT OF JUNE 4, 1940

CARNEGIE INSTITUTE OF TECHNOLOGY:
No Award: 8

CATHOLIC UNIVERSITY OF AMERICA:
No Award: 1

CLEVELAND SCHOOL OF ARCHITECTURE, W.R.U.:
No Award: 3

GEORGIA SCHOOL OF TECHNOLOGY:
Mention: J. B. Addy, H. E. Cobb, J. W. Simms

JOHN HUNTINGTON POLYTECHNIC INSTITUTE:
No Award: 1

ATELIER McCaughey, CHICAGO
No Award: 2

NEW YORK UNIVERSITY:
No Award: 2

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:

Mention: D. R. Goss

No Award: 7

PENNSYLVANIA STATE COLLEGE:

Mention: T. W. Coatsworth, C. W. Ernst, Jr., R. R. Rhodes

No Award: 3

PRINCETON UNIVERSITY:

First Medal: W. F. Shellman, Jr.

Second Medal: R. Moment, H. L. Stulb

Mention: R. W. Humphrey, T. Longstreth, E. A. Moulthrop, R. D. Proctor, H. N. Young III

No Award: 1

UNIVERSITY OF ILLINOIS:

Mention: W. Awsumb, R. A. Binfield, D. R. Brown, C. M. Bradley, E. S. Balodimas, E. R. DeZurko, N. J. Fassler, L. Francescon, S. C. Fuller, S. Horn, J. Hollabaugh, M. C. Hettrick, A. Konikoff, R. Lesser, O. Mendez, R. E. Myers, F. D. Miles, P. Romigh, H. H. Rather, C. P. Stewart, M. A. Sornik, D. P. Stevens, E. R. Smeallie, L. W. Schwall, W. C. Wright

No Award: 6

UNIVERSITY OF NOTRE DAME:

Mention: R. A. Nolan

No Award: 1

UNIVERSITY OF OKLAHOMA:

No Award: 1

UNIVERSITY OF PENNSYLVANIA:

First Medal: R. L. Ackoff, J. C. Didinger, A. B. White

Second Medal: M. S. Rich, H. L. Shay, Jr.

Mention: H. R. Bloom, C. J. Brinton III, R. C. Bruckner, A. L. Fauver, M. D. Folley, R. Hansen, R. A. Ibarguen, C. S. Loh, H. L. Mikolajczyk

Hors Concours: R. M. Schoenbrod

WASHINGTON UNIVERSITY:

Mention: R. L. Bliss

DEPARTMENT OF ARCHITECTURE

A TROPICAL BIRD HOUSE IN A ZOO

CLASS B NINE-HOUR SKETCH V

SPIERING PRIZE—100 DRAWINGS SUBMITTED

JUDGMENT OF JUNE 4, 1940

GEORGIA SCHOOL OF TECHNOLOGY:

Mention: J. A. Miller (prize), S. G. Miller, R. A. Sparks

Half Mention: S. T. Hurst

UNIVERSITY OF ILLINOIS:

Half Mention: M. A. Crouch, T. Hart, R. O. Yeager

Hors Concours: M. Koski

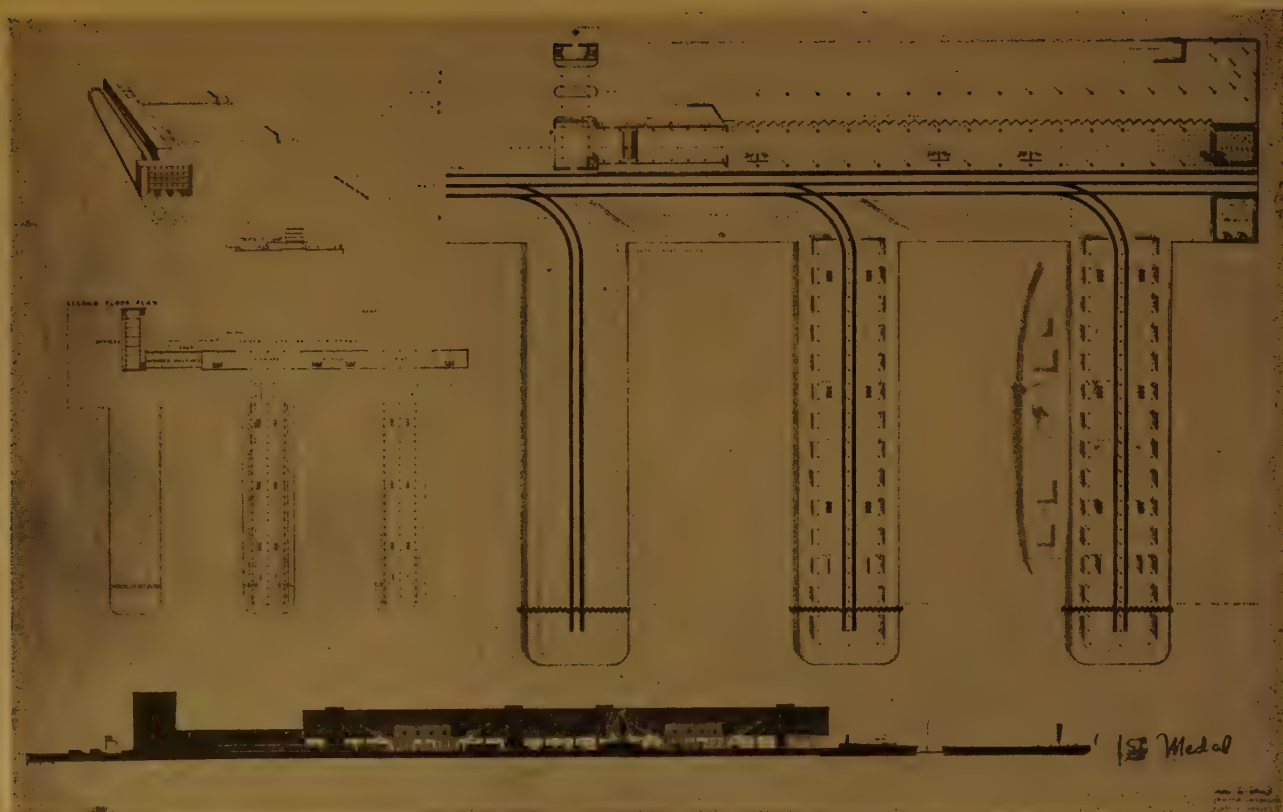
UNIVERSITY OF OKLAHOMA:

Mention: W. H. Wilson



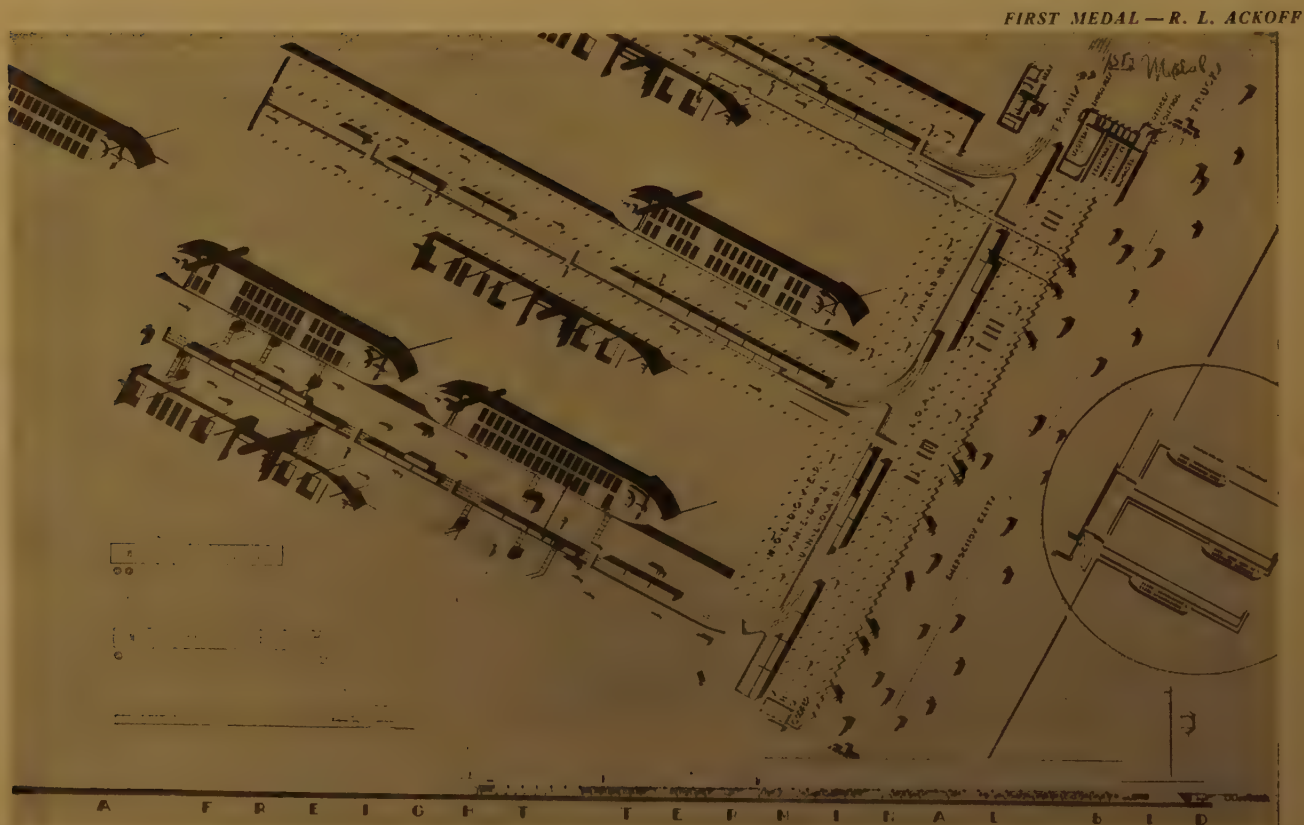
FIRST MEDAL — A. B. WHITE

CLASS A PROBLEM V—A FREIGHT TERMINAL BUILDING

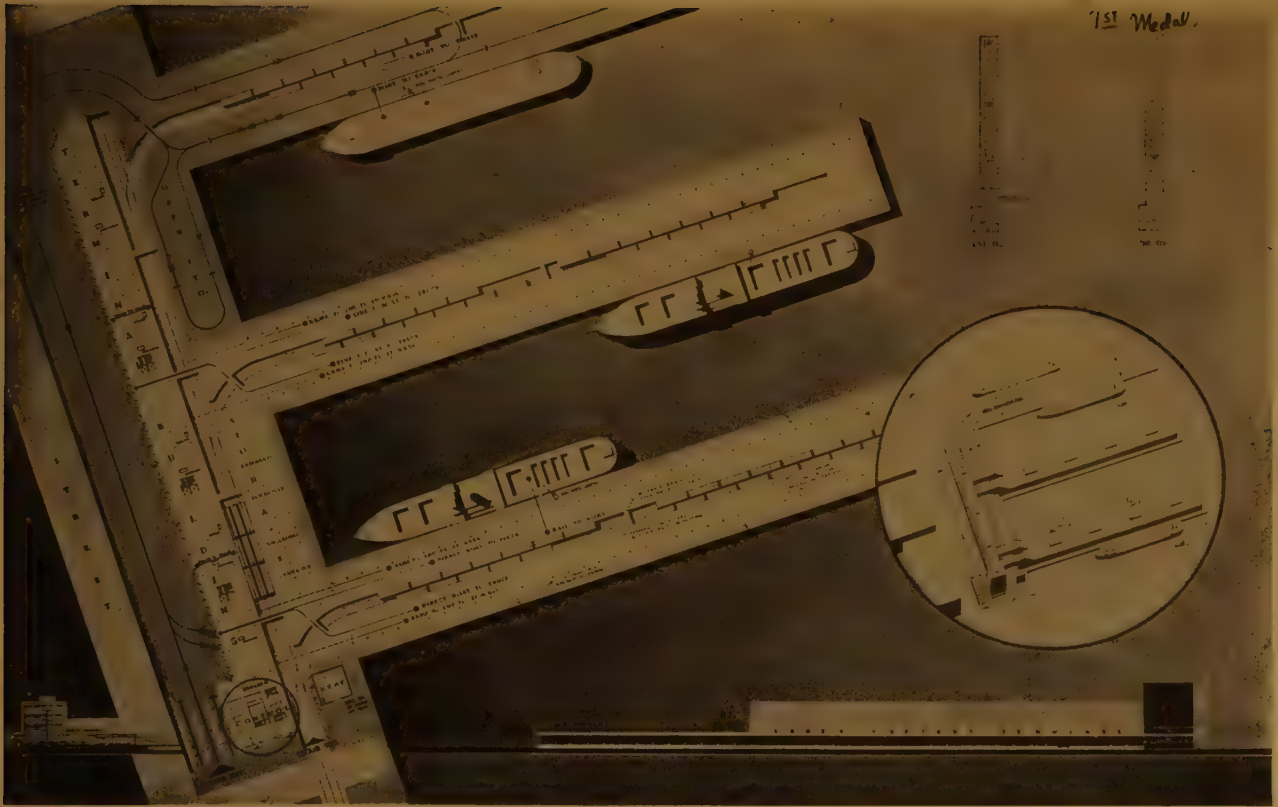


FIRST MEDAL — W. F. SHELLMAN, JR.

CLASS A PROBLEM V—A FREIGHT TERMINAL BUILDING



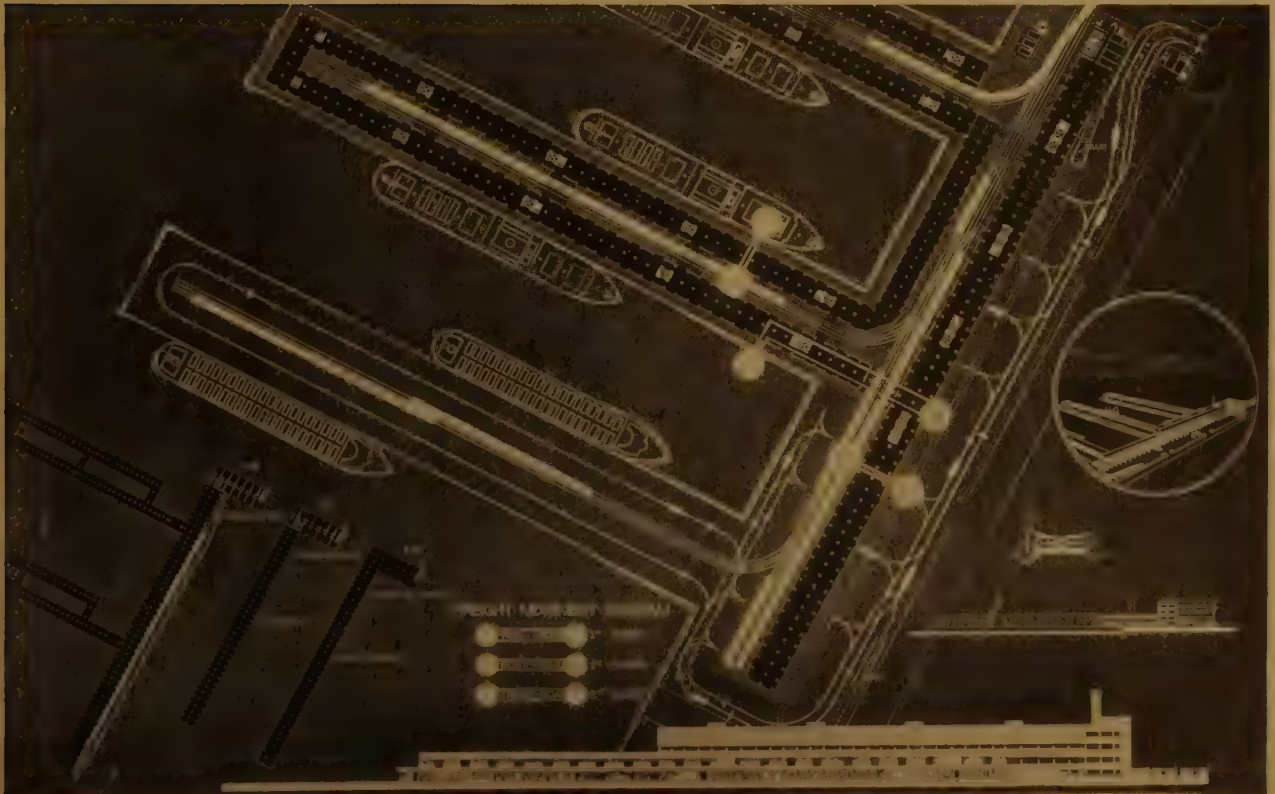
FIRST MEDAL — R. L. ACKOFF

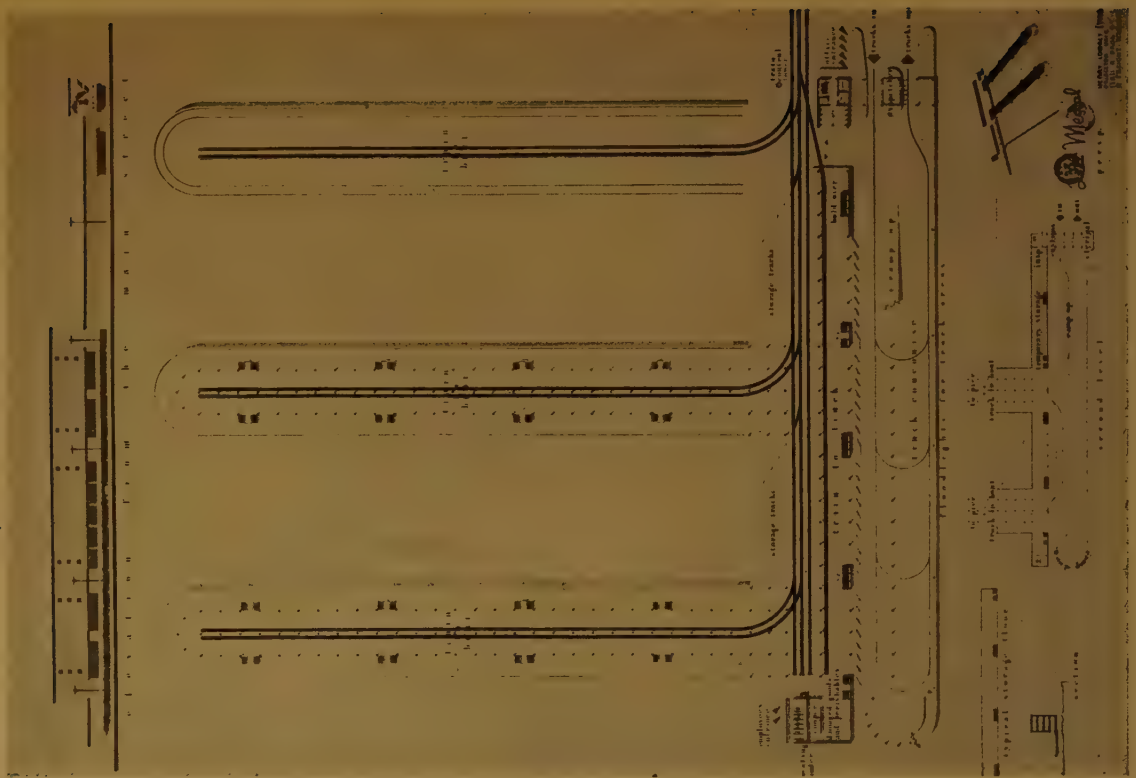


FIRST MEDAL — J. C. DIDINGER

CLASS A PROBLEM V—A FREIGHT TERMINAL BUILDING

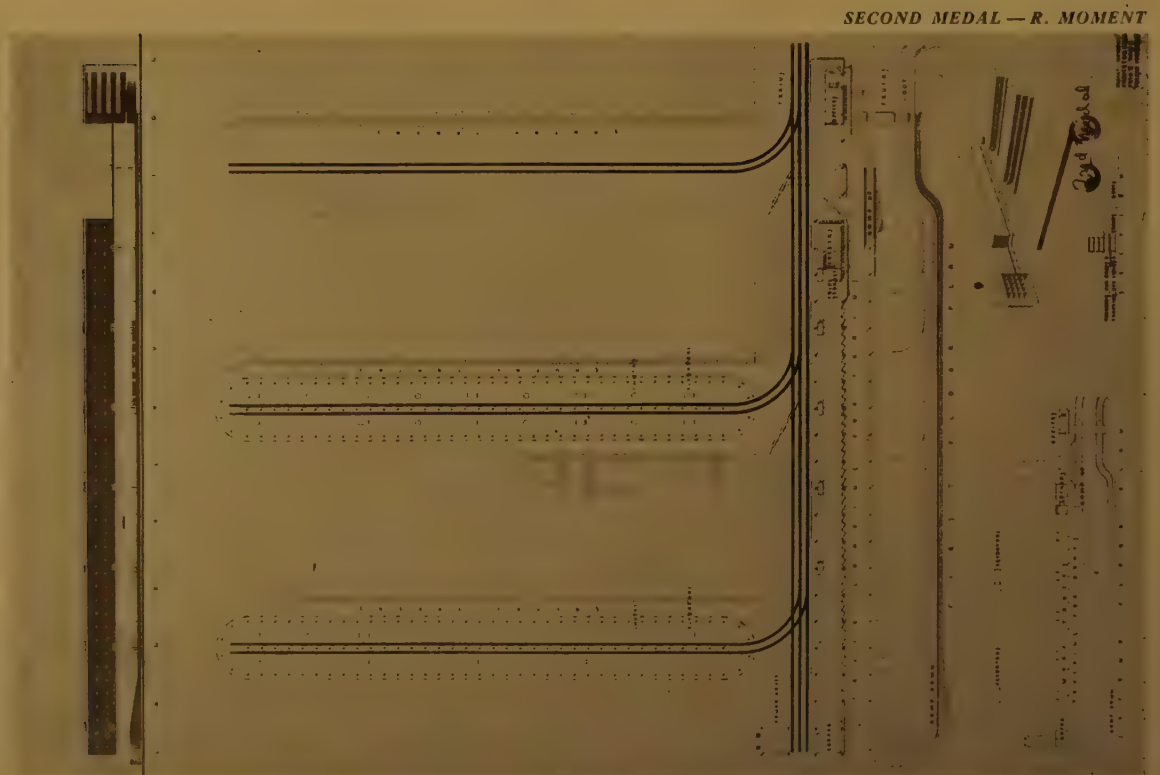
SECOND MEDAL — H. L. SHAY, JR.



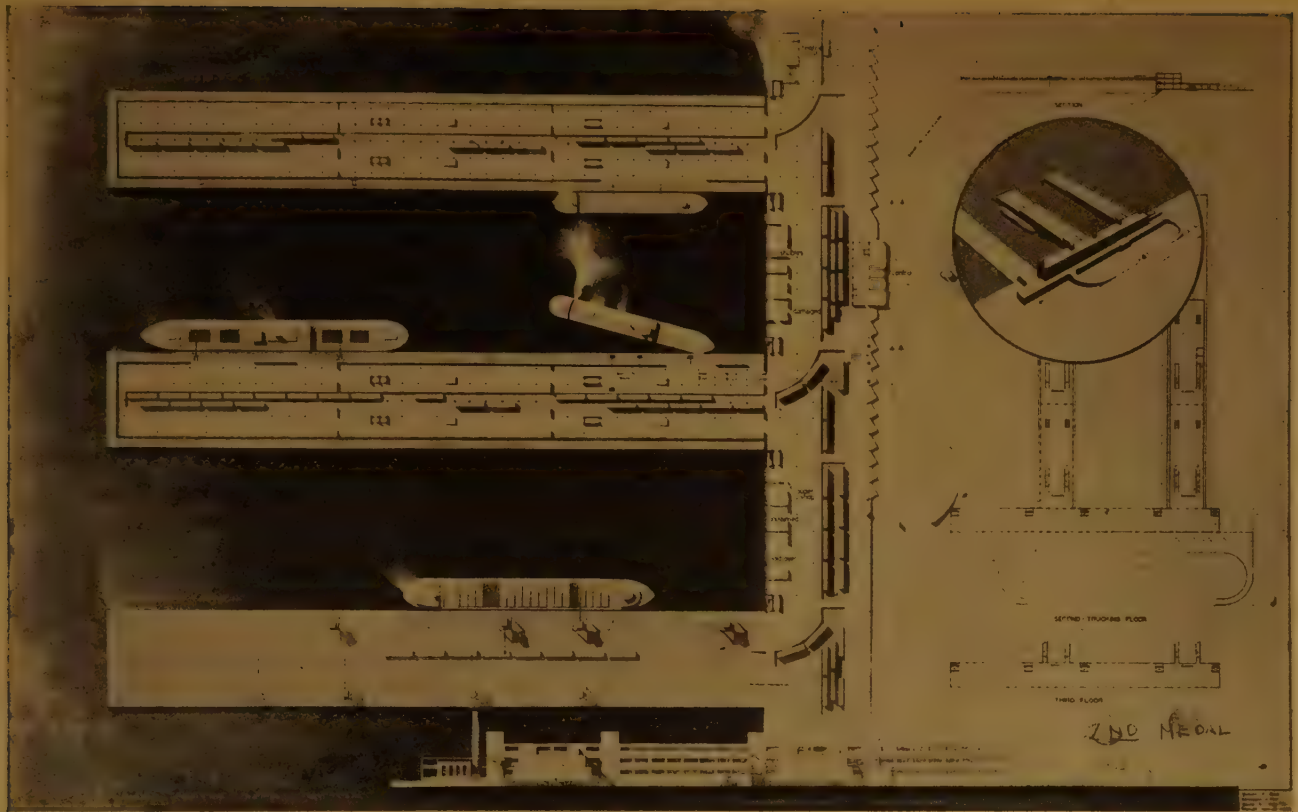


SECOND MEDAL — H. L. STULB

CLASS A PROBLEM V—A FREIGHT TERMINAL BUILDING



SECOND MEDAL — R. MOMENT



SECOND MEDAL — M. S. RICH

CLASS A PROBLEM V—A FREIGHT TERMINAL BUILDING

CLASS B SKETCH V—A TROPICAL BIRDHOUSE IN A ZOO

SPIERING PRIZE, MENTION — J. A. MILLER





MENTION — W. H. WILSON

SPIERING PRIZE COMPETITION

MENTION — S. G. MILLER

A TROPICAL BIRDHOUSE
IN A ZOO



MENTION — R. A. SPARKS



CLASS B SKETCH V



33RD PARIS PRIZE IN ARCHITECTURE, 1940 AND FIRST MEDAL — E. WASSERMAN, UNIVERSITY OF ILLINOIS

33RD PARIS PRIZE FINAL COMPETITION—A VETERANS' HOME



A DESIGN FOR A FACADE

E. WASSERMAN, 33RD PARIS PRIZE IN ARCHITECTURE, 1940

AN ENTRANCE HALL FOR A MUSEUM OF SCIENCE AND INDUSTRY



Ed. Moulthrop I.

Hand-drawn
Main Page
1946



FIRST MEDAL — E. A. MOULTHROP (alternate)

33RD PARIS PRIZE FINAL COMPETITION — AN ENTRANCE HALL FOR A MUSEUM OF SCIENCE AND INDUSTRY



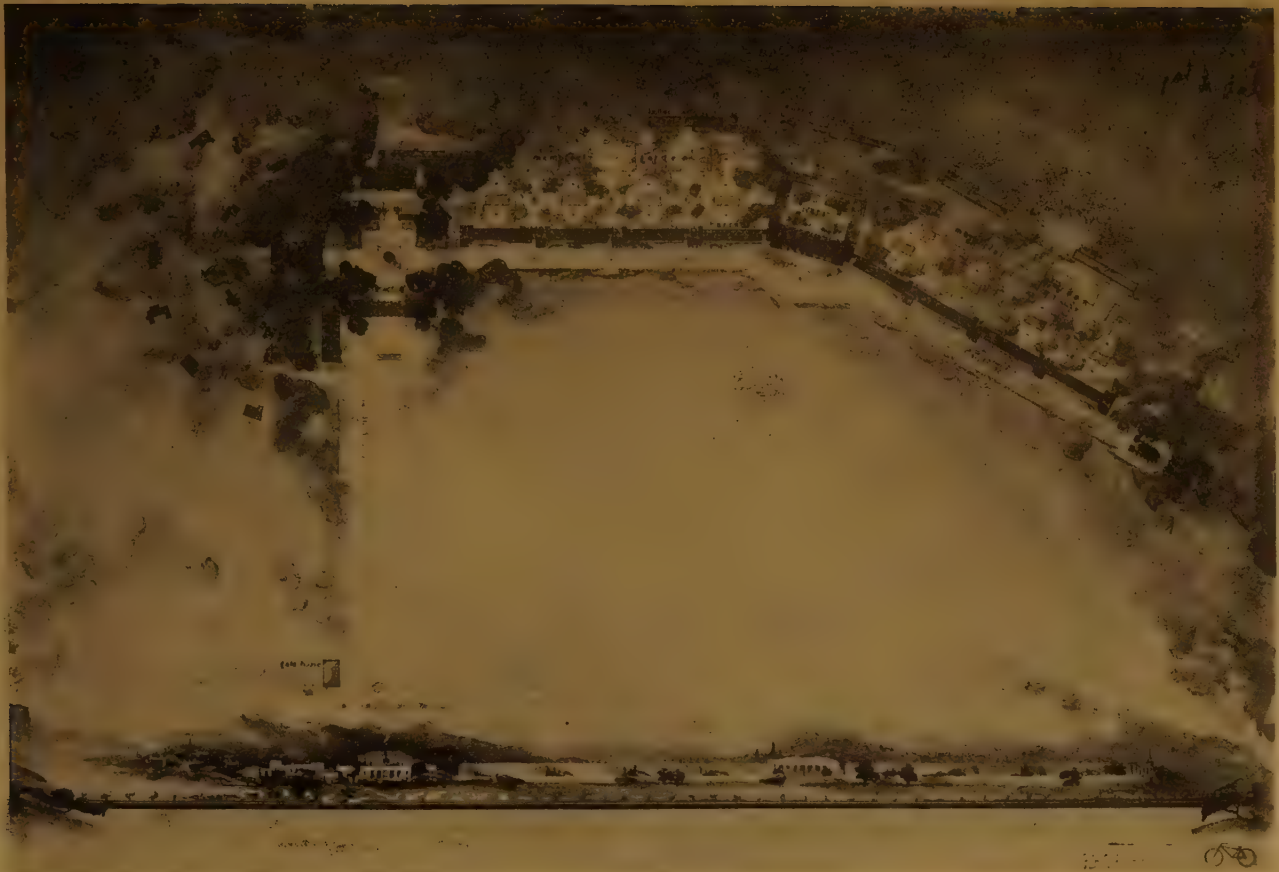
A VETERANS' HOME

33RD PARIS PRIZE FINAL COMPETITION

A DESIGN FOR A FACADE

6TH PLACE — E. A. MOULTHROP





2ND PLACE, FIRST MEDAL — R. A. STRAUCH

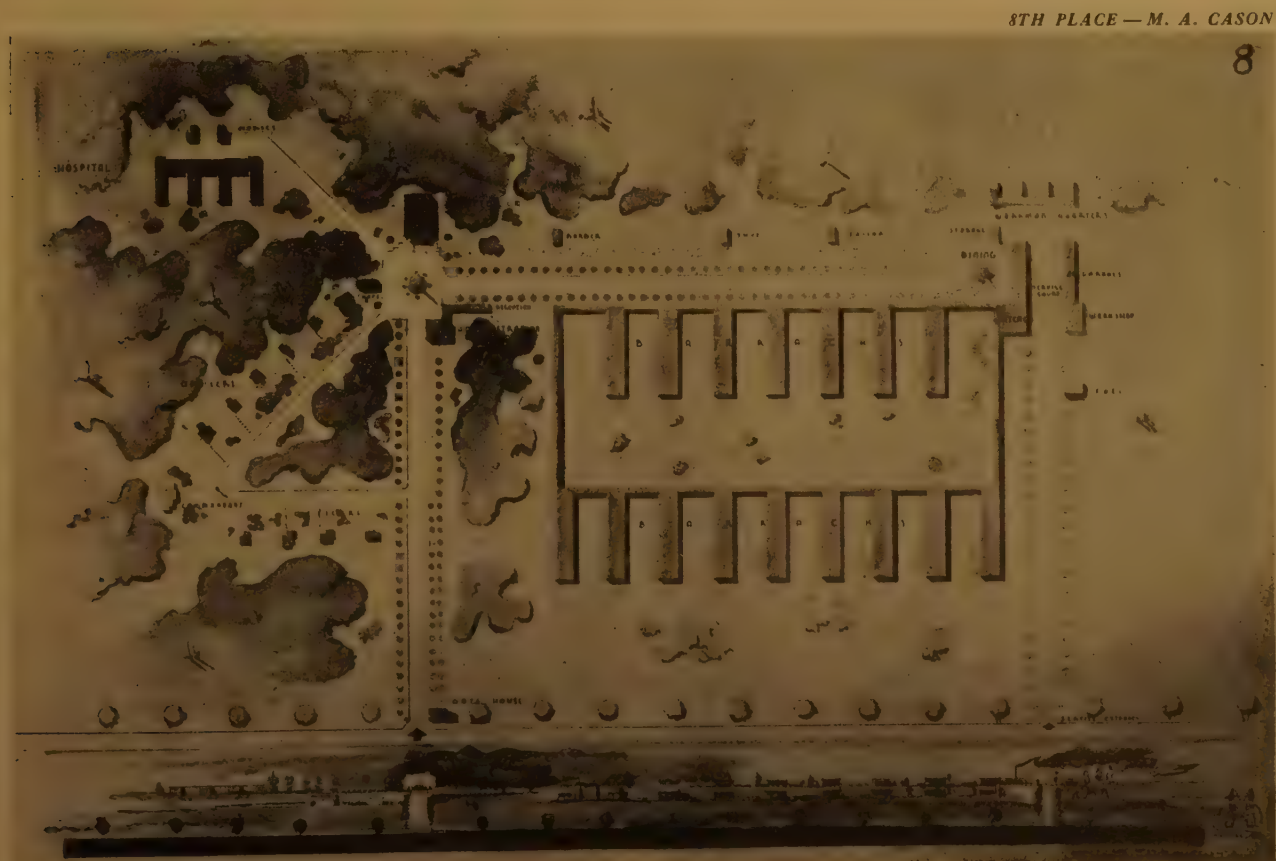
33RD PARIS PRIZE FINAL COMPETITION--A VETERANS' HOME

3RD PLACE — R. T. DANIEL





33RD PARIS PRIZE FINAL COMPETITION—A VETERANS' HOME





9TH PLACE — J. H. FINCH

33RD PARIS PRIZE FINAL COMPETITION—A VETERANS' HOME

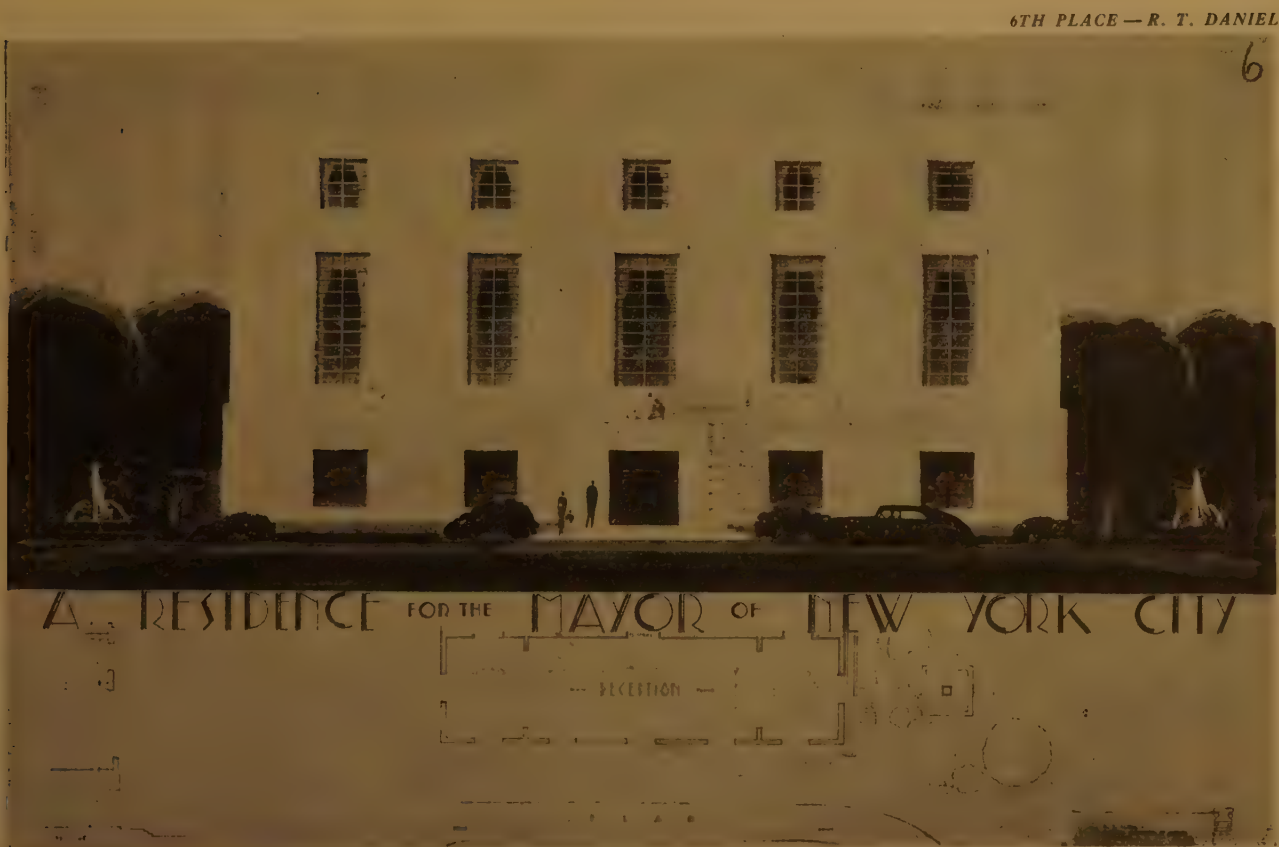


10TH PLACE — D. HONN

33rd PARIS PRIZE



33RD PARIS PRIZE FINAL COMPETITION—A DESIGN FOR A FACADE





7TH PLACE — R. A. STRAUGH

33RD PARIS PRIZE FINAL COMPETITION—A DESIGN FOR A FACADE

8TH PLACE — F. K. HELM





9TH PLACE — C. G. ANDREWS

33RD PARIS PRIZE FINAL COMPETITION—A DESIGN FOR A FACADE



10TH PLACE — D. HONN

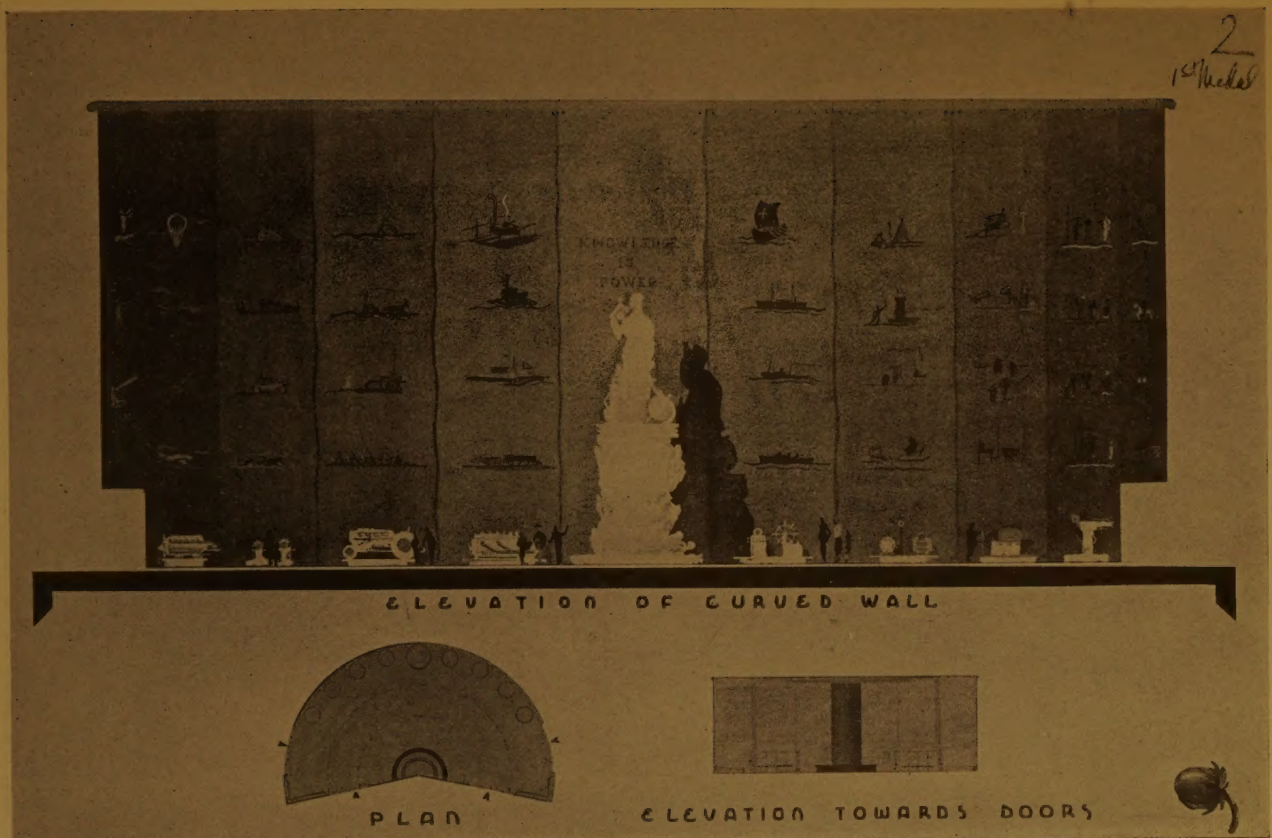


10TH PLACE — C. B. LEWIS

33RD PARIS PRIZE FINAL COMPETITION—A DESIGN FOR A FACADE

10TH PLACE — M. A. CASON

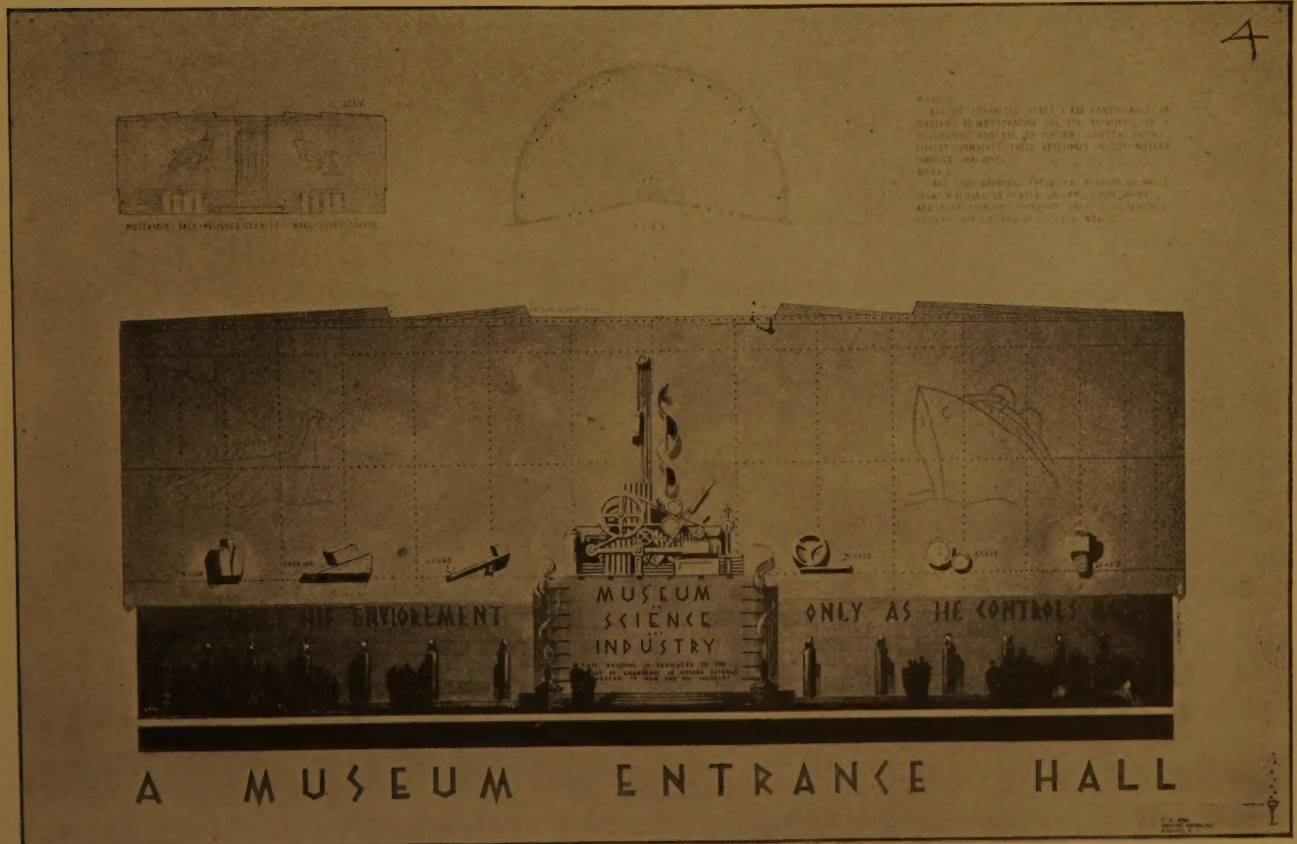




2ND PLACE, FIRST MEDAL — M. A. CASON

33RD PARIS PRIZE FINAL COMPETITION — AN ENTRANCE HALL FOR A MUSEUM OF SCIENCE AND INDUSTRY

4TH PLACE — F. K. HELM



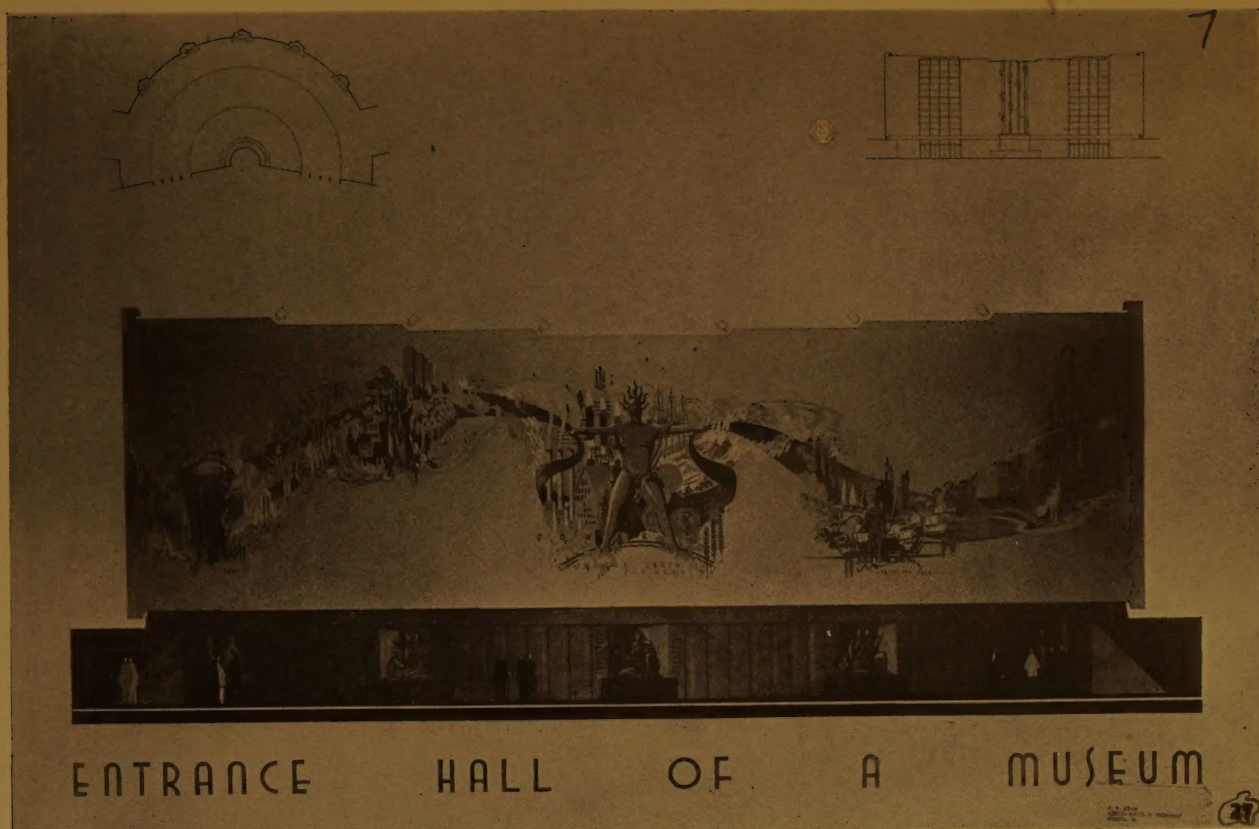


5TH PLACE — R. T. DANIEL

33RD PARIS PRIZE FINAL COMPETITION — AN ENTRANCE HALL FOR A MUSEUM OF SCIENCE AND INDUSTRY

6TH PLACE — R. A. STRAUCH

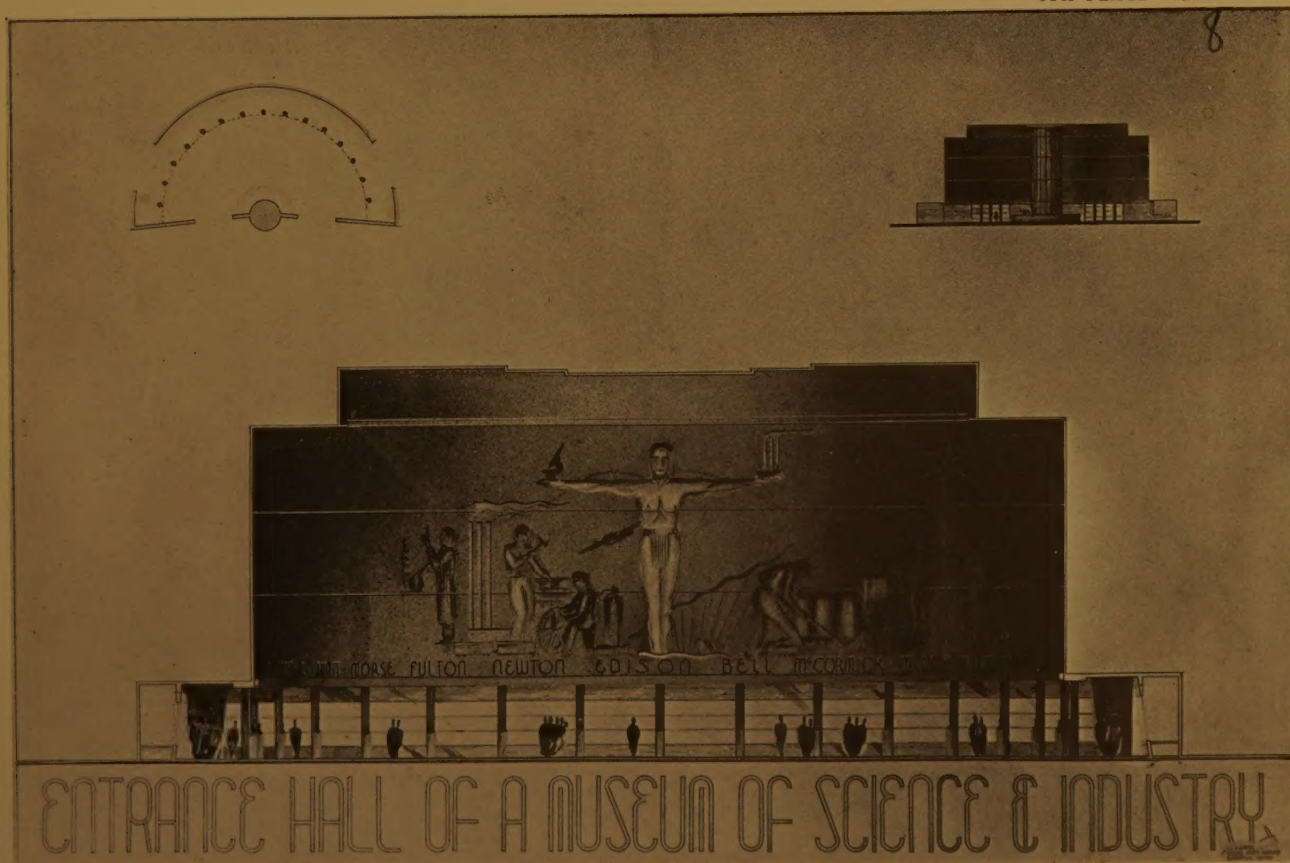


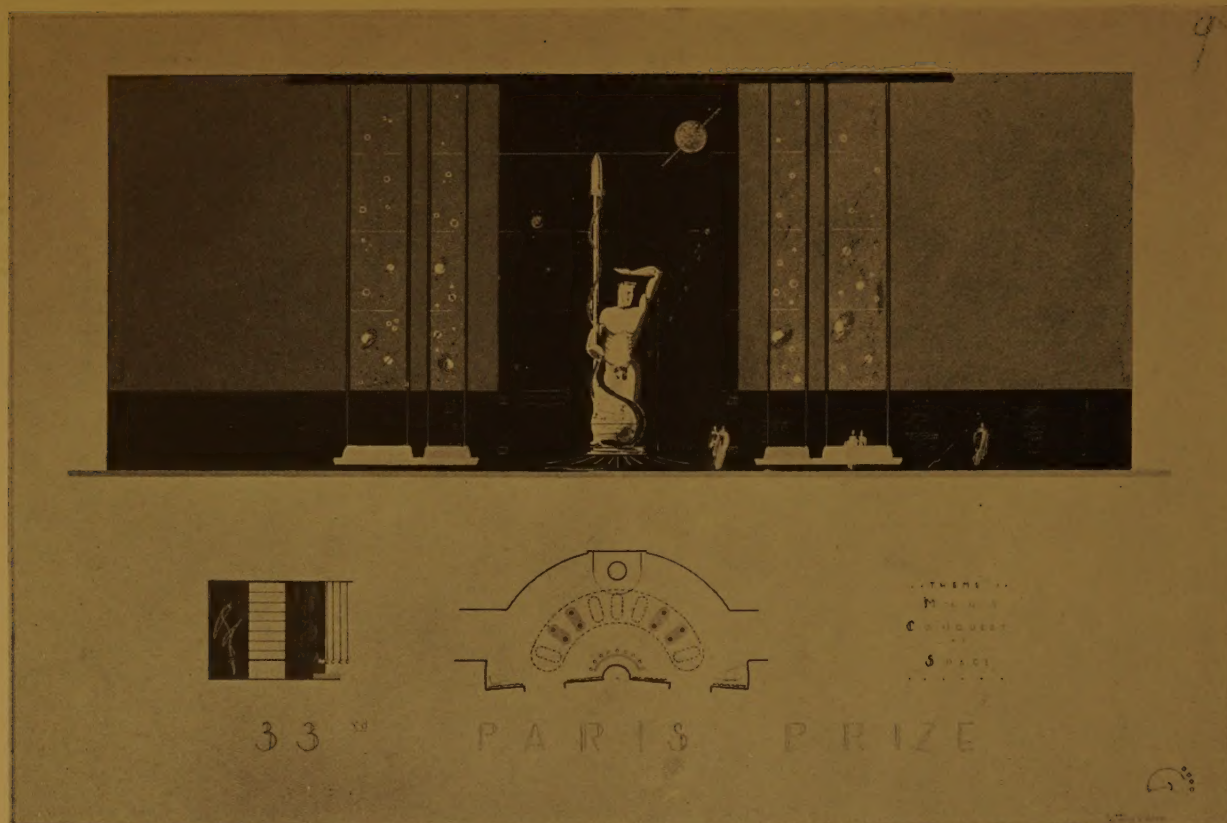


7TH PLACE — J. H. FINCH

33RD PARIS PRIZE FINAL COMPETITION — AN ENTRANCE HALL FOR A MUSEUM OF SCIENCE AND INDUSTRY

8TH PLACE — C. B. LEWIS





9TH PLACE — D. HONN

33RD PARIS PRIZE FINAL COMPETITION — AN ENTRANCE HALL FOR A MUSEUM OF SCIENCE AND INDUSTRY

